CONGRESSIONAL BUDGET OFFICE
COST ESTIMATE

March 3, 1999

S. 82
Air Transportation Improvement Act

As ordered reported by the Senate Committee on Commerce, Science, and Transportation on February 11, 1999

SUMMARY

S. 82 would authorize funding for programs of the Federal Aviation Administration (FAA), primarily for fiscal years 1999 and 2000. CBO estimates that appropriation of the authorized amounts would result in additional outlays totaling about $8.2 billion over the 1999-2004 period. Revenues would decline by $2 million over the six-year period.

Enacting S. 82 would also affect both direct spending and receipts; therefore, pay-as-you-go procedures would apply to the bill. First, the bill would provide an additional $3.7 billion in contract authority for the airport improvement program (AIP). Providing this contract authority would have no impact on outlays from direct spending because AIP outlays are subject to appropriation action. Second, S. 82 would expand a pilot program that provides for the innovative use of airport improvement grants to finance airport projects. The Joint Committee on Taxation (JCT) expects that this provision would result in an increase in tax-exempt financing and a subsequent loss of federal revenue. JCT estimates that the revenue loss would be about $2 million over the 1999-2004 period and about $5 million over the 1999-2009 period.

S. 82 contains an intergovernmental mandate as defined in the Unfunded Mandates Reform Act (UMRA). CBO estimates that the cost would total about $23 million annually and thus would not exceed the threshold established by that act ($50 million in 1996, adjusted annually for inflation). Section 4 of UMRA excludes from the application of that act any legislative provisions that are necessary for the ratification or implementation of international treaty obligations. CBO has determined that section 304 of S. 82, which implements provisions of the Convention on International Civil Aviation, fits within that exclusion. Overall, the bill provides significant benefits to airports managed by state and local governments.

S. 82 would impose private-sector mandates, as defined by UMRA, on owners of fixed-wing powered aircraft, air carriers, operators of commercial air tours, ticket agents, and owners and operators of cargo aircraft. The cost of these mandates would not exceed the annual threshold established by UMRA for private-sector mandates ($100 million in 1996, adjusted for inflation).

DESCRIPTION OF THE BILL'S MAJOR PROVISIONS

Title I would authorize the appropriation of about $15.7 billion for FAA operations, facilities, and equipment for fiscal years 1999 and 2000. To date, about $7.7 billion has been appropriated in fiscal year 1999 for those programs. The bill would authorize an additional $66 million for 1999 and about $8.0 billion for 2000.

Title I would also reauthorize funding for the FAA's airport improvement program, and would authorize the appropriation of about $9 million per year for 1999 through 2001 for a university consortium program. Title II would expand a pilot program that provides for the innovative use of airport improvement grants to finance airport projects.

Title III would extend the authorization for the aviation insurance program to December 31, 2003. It also would prohibit the FAA from charging fees for certain services.

Title IV would authorize the appropriation of such sums as may be necessary for the Secretary of Commerce to fund international promotional activities conducted by the United States National Tourism Organization (USNTO). It also would authorize the appropriation of $6 million for the improvement of rural aviation in Alaska.

In addition, Title IV would authorize the appropriation of such sums as may be necessary to develop the Wide Area Augmentation System (WAAS) plan and to obtain contractual audit services to complete a report on FAA's costs and the allocation of such costs among different FAA services and activities.

Title IV would provide whistleblower protection for employees of air carriers or contractors for air carriers who notify authorities that their employer is violating a federal law relating to air carrier safety. The bill would set up a complaint and investigation process within the Department of Labor (DOL). In addition, the bill would establish civil penalties for individuals who interfere with or jeopardize the safety of the cabin crew or other passengers. Title IV also would establish an oversight committee to advise the FAA on ways to improve the training of flight crews and to develop a test program to improve nonprecision landing approaches for aircraft.

Title V would establish a four-year pilot program to improve access to airport facilities. This program would provide financial and technical assistance to up to 40 communities. The bill would authorize the appropriation of $80 million for the four-year period beginning in 2000.

Title V also would direct the Secretary of Transportation to study and report on federal loan guarantees for the purchase of regional jets and on options for federal financial assistance. It would, in addition, require the General Accounting Office to complete a study of the national airport network, including rural air transportation.

Title VI would make clear that the FAA has the authority to regulate aircraft overflights affecting public and tribal lands, and would establish a process for the FAA and the National Park Service (NPS) to coordinate the development and implementation of such regulations. Regulations governing overflights of national parks will likely be imposed under current law, but enacting Title VI could speed up that implementation. Title VI also would prohibit commercial air tours over the Rocky Mountain National Park.

Finally, S. 82 would require the Secretary of Transportation and the Administrator of the FAA to complete numerous studies, issue guidelines and rules, and publish various reports.

ESTIMATED COST TO THE FEDERAL GOVERNMENT

CBO estimates that implementing S. 82 would result in additional outlays of about $8.2 billion over the 1999-2004 period and a net loss of federal revenues of about $2 million over the same period. The estimated budgetary impact of S. 82 is shown in the following table. The costs of this legislation fall almost entirely within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars					
	1999	2000	2001	2002	2003	2004
SPENDING SUBJECT TO APPROPRIATION						
FAA Spending Under Current Law						
Budget Authority [a] [b]	7,654	0	0	0	0	0
Estimated Outlays	9,227	3,458	1,347	512	166	78
Proposed Changes						
Estimated Authorization Level	75	8,090	29	20	20	20
Estimated Outlays	66	5,902	1,549	476	218	20
Total FAA Spending Under S. 82						
Estimated Authorization Level [a] [b]	7,729	8,090	29	20	20	20
Estimated Outlays	9,293	9,360	2,896	988	384	98
DIRECT SPENDING						
Baseline Contract Authority for AIP Under Current Law						
Budget Authority [b]	2,410	2,410	2,410	2,410	2,410	2,410
Proposed Changes						
Budget Authority	0	65	0	0	0	0
Baseline Contract Authority for AIP Under S. 82						
Budget Authority [b]	2,410	2,475	2,410	2,410	2,410	2,410
CHANGES IN REVENUES						
Estimated Revenues	0	c	c	c	-1	-1

a. The 1999 level is the amount appropriated for that year.

b. Budget authority for the airport improvement program is provided as contract authority, a mandatory form of budget authority; however, outlays from AIP contract authority are subject to obligation limitations contained in appropriation acts and are therefore discretionary. CBO's baseline projections assume that a full year of budget authority will be provided for AIP for fiscal year 1999 and for subsequent years. The full-year total is double the half-year amount of $1,205 million provided thus far for 1999. Other direct spending effects would be insignificant.

c. A revenue loss of less than $500,000.

BASIS OF ESTIMATE

Implementing S. 82 would affect spending subject to appropriation, direct spending, and revenues. Estimates of outlays are based on historical spending patterns for the affected programs and on information provided by DOT and FAA staff.

Spending Subject to Appropriation

The current authorization for several FAA programs expires on March 31, 1999. For purposes of this estimate, CBO assumes that S. 82 will be enacted by that date and that the amounts authorized for aviation programs will be appropriated for each fiscal year, including a supplemental appropriation for 1999.

S. 82 would authorize the appropriation of a total of $11,415 million for FAA operations in fiscal years 1999 and 2000. The Omnibus Consolidated and Emergency Supplemental Appropriations Act for fiscal year 1999 (Public Law 105-277) provided $5,567 million in budget authority for FAA operations. S. 82 would authorize the appropriation of an additional $64 million in fiscal year 1999 and $5,784 million in fiscal year 2000 for FAA operations.

The bill would also authorize the appropriation of a total of $4,278 million for air navigation facilities and equipment in fiscal years 1999 and 2000. Public Law 105-277 provided $2,087 million in budget authority for air navigation facilities and equipment for fiscal year 1999. S. 82 would authorize the appropriation of an additional $2 million in fiscal year 1999 and $2,189 million in fiscal year 2000 for those purposes.

The bill would establish a program to expand commercial air service to small communities. This program would provide financial and technical assistance to up to 40 communities over four years. Section 504 would authorize the appropriation of $80 million for the four-year period beginning with fiscal year 2000. Assuming appropriation of the authorized amount, CBO estimates that outlays would total $68 million over the 2000-2004 period.

Section 422 would authorize the appropriation of such sums as may be necessary for the Secretary of Commerce to fund international promotional activities conducted by USNTO. Based on appropriations provided to the U.S. Travel and Tourism Administration for fiscal years 1993-1996, CBO estimates that administering these activities through USNTO would require appropriations of about $15 million a year starting in fiscal year 2000. Assuming the annual appropriation of that amount, we estimate that outlays would be about $65 million over the 2000-2004 period.

Section 101 would authorize the appropriation of about $9 million a year for fiscal years 1999 through 2001 to support a university consortium to provide an air safety and security management certificate program. Assuming the appropriation of the authorized amount, CBO estimates outlays of $27 million over the 1999-2004 period.

Section 503 would authorize such sums as may be necessary to establish an air traffic control services pilot program. The Secretary of Transportation would be directed to contract for air traffic control services at 20 facilities not eligible to participate in the Federal Contract Tower Program. This section also would allow up to three facilities in the pilot program to participate in cost sharing with the federal government to construct air traffic control towers. Based on information from FAA, we estimate that implementing this section would cost about $26 million over the 2000-2004 period, subject to appropriation action.

Section 412 would direct FAA to install closed circuit weather surveillance equipment at not fewer than 15 rural airports in Alaska, and to implement a near-real time weather observation and reporting program in the state. This section also would authorize funding for runway lighting and weather reporting systems at remote airports in Alaska. Section 412 would authorize the appropriation of a total of $6 million for these activities in Alaska. CBO estimates that these funds would be spent at the rate of $1 million to $2 million a year over the 2000-2003 period.

Section 410 would authorize such sums as may be necessary to develop a Wide Area Augmentation System plan and to obtain contractual audit services to complete the Inspector General's report on the FAA's costs and cost allocations. Information from the FAA indicates that many of the requirements for the WAAS plan have already been completed. CBO estimates that this provision would not result in any significant additional costs. Based on information from DOT's Office of Inspector General, CBO estimates that the cost of the contractual services to complete the audit would be less than $1 million in fiscal year 2000.

Based on the current costs of operating a whistleblower protection program at the Department of Energy, CBO estimates that the administrative costs of operating the new DOL program would be less than $1 million a year.

Based on information from the NPS and the FAA, CBO estimates that discretionary outlays to conduct planning and rulemaking for park overflights, complete air tour management plans (including environmental analyses), and monitor any overflight limits established in such plans would total about $29 million over the 1999-2009 period. This process is already under way, and we expect that these costs will be incurred within the next 10 years under current law, assuming appropriation of the estimated amounts. Title VI would require the NPS and the FAA to complete the air tour management plans (ATMPs) within three years of enactment. Therefore, enacting Title VI could increase discretionary outlays in the short term if the agencies completed these plans more quickly than they would under current law. If so, and if those plans limited overflights, the FAA would begin incurring monitoring costs sooner, thereby increasing total monitoring costs. However, CBO estimates that the provisions dealing with park overflights would cause no significant change in FAA or NPS spending over the next five years. We estimate that operating the joint advisory group would cost the agencies a total of about $25,000 each year. Any such spending would be subject to appropriation action.

S. 82 contains several additional provisions that would require the FAA to conduct studies, complete reports, issue rulemakings, and develop test programs. CBO assumes that such costs would be funded from the authorizations provided in the bill for FAA operations, facilities, and equipment. In total, CBO estimates that these studies, rulemakings, and reports would cost about $7 million in fiscal year 2000. Of that total, the flight crew training assessment and test program would cost approximately $6 million.

Direct Spending

S. 82 would provide an additional $3,680 million in contract authority (a mandatory form of budget authority) for the airport improvement program for fiscal years 1999 and 2000; it also would extend the authority of the Secretary of Transportation to incur obligations to make grants under that program.

Under current law, $1,205 million in AIP contract authority is available for obligation until March 31, 1999. S. 82 would provide an additional $1,205 million in contract authority for this year and $2,475 million of contract authority for 2000. Consistent with the Budget Enforcement Act, CBO's baseline projections assume that a full year of contract authority will be provided for AIP in fiscal year 1999 and subsequent years. Therefore, enacting S. 82 would result in no increase in contract authority in 1999 and an increase of $65 million in 2000, relative to the baseline. Expenditures from AIP contract authority are governed by obligation limitations contained in appropriation acts and thus are categorized as discretionary outlays. Enacting S. 82 would not affect obligation limitations and would have no direct effect on AIP outlays.

Section 305 would prohibit the FAA from charging fees for certain FAA certification services performed outside the United States. Based on information from the FAA, CBO estimates that the forgone receipts could total about $1 million in fiscal year 2000 and as much as $4 million per year in future years. Because the FAA has the authority to spend such fees, a reduction in such fee collections would also reduce spending; therefore, we estimate that this provision would have no net effect on direct spending over the 2000-2004 period.

Section 307 would extend the authorization for the FAA's aviation insurance program through December 31, 2003. Under current law, the aviation insurance program will end on March 31, 1999. Enacting this provision could cause an increase in direct spending if new claims would result from extending the insurance program. Moreover, such new spending could be very large, particularly if a claim exceeded the balance of the trust fund and the FAA had to seek a supplemental appropriation. But historical experience suggests that claims under this program are very rare; therefore, extending the aviation insurance program would probably have no significant impact on the federal budget over the next five years.

Section 435 would amend the Death on the High Seas Act of 1920 (DOHSA) to allow compensation for nonpecuniary damages in a death caused by commercial aviation. The provision would increase the potential compensation that relatives could seek for the death of a family member. Based on information from the Department of Transportation, CBO estimates that it is unlikely that enacting this provision would have a significant impact on the federal budget. The bill could affect federal spending if the government becomes either a defendant or a plaintiff in a future civil action related to aviation. Since any additional compensation that might be owed by the federal government under such an action could be paid out of the Claims and Judgments Fund, the provision could affect direct spending. But CBO has no basis for estimating the likelihood or outcome of any such actions.

Section 427 would allow the Secretary of Defense to sell aircraft and aircraft parts to contractors delivering oil dispersants by air to disperse oil spills. Sales would be permitted from March 1, 1999, to September 30, 2002. The bill provides that the net proceeds of any amounts received by the Secretary of Defense from the sales be deposited as offsetting receipts (which are a form of direct spending). CBO estimates that any net proceeds would total less than $500,000 a year.

Revenues

S. 82 would expand a pilot program that provides for the use of airport improvement grants to implement innovative financing techniques for airport capital projects. These techniques include payment of interest, purchase of bond insurance, and other credit enhancement associated with airport bonds. While the first pilot program, enacted in 1996, included these provisions, the early use of the program was geared more toward changing federal/local matching ratios. In addition, the earlier authorization provided for no more than 10 projects. This provision represents an expansion to 20 pilot projects. It is designed to leverage new investment financed by additional tax-exempt debt. JCT expects that this provision would lead to an increase in tax-exempt financing and a resulting loss of federal revenue. JCT estimates a loss of revenue of about $2 million over the 2000-2004 period and totaling about $5 million over the 2000-2009 period.

S. 82 would authorize the FAA to impose a new civil penalty on individuals who interfere with the duties and responsibilities of the flight crew or cabin crew of a civil aircraft, or who pose an imminent threat to the safety of the aircraft. The bill also would impose civil penalties on air carriers that violate section 41705 of Title 19 and on violators of the whistleblower protection provisions. Based on information from the FAA, CBO estimates that the civil penalties in S. 82 would increase revenues, but that the effect is likely to be less than $500,000 annually.

S. 82 would impose a criminal penalty on individuals who knowingly and willfully serve in the capacity of an airman without an airman's certificate and on individuals who employ for service or use in any capacity an airman who does not have an airman's certificate. CBO estimates that this provision would increase revenues less than $500,000 annually. Criminal penalties are deposited in the Crime Victims Fund and spent in the following year. (Because any increase in direct spending would equal the fines collected with a one-year lag, the additional direct spending also would be insignificant.)

PAY-AS-YOU-GO CONSIDERATIONS

The Balanced Budget and Emergency Deficit Control Act sets up pay-as-you-go procedures for legislation affecting direct spending and receipts. The net changes in outlays and receipts that are subject to pay-as-you-go procedures are shown in the following table. For the purposes of enforcing such procedures, only the effects in the current year, the budget year, and the succeeding four years are counted.

	By Fiscal Year, in Millions of Dollars										
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Changes in outlays	0	0	0	0	0	0	0	0	0	0	0
Changes in receipts	0	0	0	0	-1	-1	-1	-1	-1	-1	-1

The only significant pay-as-you-go impact would result from expanding a pilot program that provides for the innovative use of airport improvement grants. JCT expects that this provision would result in an increase in tax-exempt financing and a subsequent loss of federal revenue. JCT estimates that the revenue loss would be about $2 million over the 1999-2004 period and about $5 million in total over the 1999-2009 period.

ESTIMATED IMPACT ON STATE, LOCAL, AND TRIBAL GOVERNMENTS

Overall, S. 82 provides significant benefits to airports managed by state and local governments. However, the bill contains one intergovernmental mandate as described below.

Mandates

The bill would prohibit public airports in Alaska and Hawaii from collecting passenger facility charges (PFCs) under certain circumstances. PFCs are paid to the airport (through the airlines) for planning and capital improvement projects. UMRA defines the direct costs of a mandate to include the amounts that state, local, and tribal governments would be prohibited from raising in revenue. In the case of Alaska, S. 82 would prohibit public airports from collecting PFCs from passengers on aircraft seating less than 20. Based on information from the FAA, CBO estimates that this prohibition would lead to a loss of revenues totaling about $3 million dollars annually.

Public airports in Hawaii would be prohibited from collecting PFCs from passengers on flights between two or more points in that state. Based on information from the FAA on the number of such flights in 1997, CBO estimates that the revenue loss in that state would total about $20 million annually. Currently, four airports in Hawaii receive all PFCs from flights subject to this provision.

Other Impacts

S. 82 would authorize an additional $3.7 billion in contract authority for the airport improvement program for fiscal years 1999 and 2000, most of which would be distributed as grants to fund capital improvement projects for the nation’s commercial airports and general aviation facilities. The total amount authorized for the two fiscal years is $258 million above the AIP funding authorized in the previous two years. The bill also would increase from $500,000 to $650,000 the minimum amount of money going to the nation’s primary airports from the "entitlement" portion of the AIP. This increase would represent a significant benefit for the nation’s smaller primary airports.

This bill also would increase the number of slots (take-offs and landings) available at Chicago’s O’Hare Airport by 30 and at Ronald Reagan Washington National Airport by 48. Twenty-four of the slots at Ronald Reagan Washington National Airport would be granted to flights outside the current 1,250-mile perimeter and 24 would go to flights within that perimeter, subject to certain criteria. In addition, some of the newly allocated slots at both airports would be designated for small, underserved communities. In general, as a condition of receiving money from the AIP, airports must agree to provide gate access, if available, to air carriers granted access to a slot. Based on information from the affected airports, CBO estimates that these changes would have an insignificant impact on their budgets.

Finally, this bill would authorize appropriations of $80 million for a four-year pilot grant program to enhance air transportation in up to 40 small communities and $6 million for improvements in rural aviation in Alaska.

ESTIMATED IMPACT ON THE PRIVATE SECTOR

S. 82 would impose new mandates by requiring safety equipment for specific aircraft, imposing consumer and employee protection provisions, and imposing new requirements for commercial air tour operations over national parks. CBO estimates that the total direct costs of the mandates would not exceed the annual threshold for private-sector mandates ($100 million in 1996, adjusted for inflation).

Owners of Fixed-Wing Powered Aircraft

Section 404 would require the installation of emergency locator transmitters on certain types of fixed-wing, powered civil aircraft. It would do this by eliminating certain uses from the list of those currently excluded from that requirement. Most aircraft that would lose their exemption and currently do not have emergency locator transmitters are general aviation aircraft. According to information from the National Air Transportation Association, the trade association representing general aviation, the cost of acquiring and installing an emergency locator transmitter would range from $2,000 to $7,000. CBO estimates that fewer than 5,000 aircraft would be affected, and that the cost of this mandate would be between $15 million and $30 million.

Air Carriers

Section 306 would expand the criteria that air carriers would use to trigger a check for criminal history in the course of employment investigations for screeners of passenger, baggage, and property. The cost of this mandate would depend on the additional conditions that the FAA would require for such record checks. Based on information from the FAA and from air carriers, the cost per record check would range from $28 to $52 per person. CBO estimates that the total additional cost would be less than $5 million annually.

Section 310 would require, under certain conditions, that a dominant air carrier at a large hub airport provide services to smaller air carriers operating at that airport through interline agreements. Interline agreements would cover services such as ticketing, baggage and ground handling, and terminal and gate access. The number of required interline agreements would be small. Based on FAA data from the beginning of 1998, CBO expects that about seven carriers could be subject to this requirement. A mandate would be imposed on those carriers if three conditions are met. First, an air carrier must request service from a dominant carrier that currently offers interline agreements with other carriers. Second, the requesting air carrier must offer air service to a community that has been selected under a pilot program for small communities established under section 503 of S. 82. According to the FAA, the number of such qualifying communities could range from none to 10. Third, the requesting air carrier must meet safety, service, financial, and maintenance requirements. If either party fails to meet the standards and conditions outlined in the agreement, it may be terminated. All dominant carriers currently have interline agreements with their regional partners and other large carriers. CBO estimates that this mandate would impose no net additional costs on those dominant carriers because they would be reimbursed by the smaller carriers for the services they provide.

Section 419 would protect employees of air carriers or contractors or subcontractors if those employees provide air safety information to the United States government. Those firms would not be able to discharge or discriminate against such employees with respect to compensation, terms, conditions, or privileges of employment. Based on information provided by one of the major air carriers and the Occupational Safety and Health Administration, the agency that would enforce those provisions, CBO estimates that neither the air carriers nor their contractors would incur any direct costs in complying with this requirement.

Section 426 would grant the FAA the authority to request from U.S. air carriers information about the stations located in the United States that they use to repair contract and noncontract aircraft and aviation components. CBO expects that the FAA would probably request such information. Based on information from the FAA and air carriers, we anticipate that the carriers would be able to provide the information easily because it would be readily available and that any costs of doing so would be negligible.

Section 509 would make it an unfair and deceptive practice for any carrier utilizing electronically transmitted tickets to fail to notify the purchaser of such a ticket of the expiration date. The cost of notification would depend upon how the FAA would direct airlines to implement this requirement. Based on information from representatives of the air carriers, CBO estimates that the costs would be negligible if the FAA specifies the most efficient method of notification.

Ticket Agents

Section 433 would strengthen current rules requiring that consumers be notified when the operator of an aircraft differs from the airline in whose name the transportation was sold. This section would require the use of the operator's own name (also known as the corporate name) rather than the network name. The requirements would be specified in final regulations that must be issued not later than 90 days after enactment of S. 82. Based on information from the Department of Transportation, CBO estimates that this mandate would not impose additional costs on either air carriers or travel agents.

Commercial Air Tour Operations

Title VI would require operators of commercial air tours to apply for authority from the FAA before conducting tours over national parks or tribal lands within or abutting a national park. The FAA, in cooperation with the NPS, would devise air tour management plans for every park where an air tour operator flies or seeks authority to fly. The management plans would affect all commercial air tour operations up to a half-mile outside each national park boundary. The plans could prohibit commercial air tour operations in whole or in part and could establish conditions for operation, such as maximum and minimum altitudes, the maximum number of flights, and time-of-day restrictions. S. 82 would not apply to air tour operations over the Grand Canyon or Alaska. Those operations would be covered by other regulations.

CBO estimates that Title VI would impose no additional costs on the private sector beyond those that are likely to be imposed by FAA regulations under current law. Although the cost of those regulations cannot be estimated with confidence until they are published, S. 82 would not add any conditions that would significantly change the likely cost to the private sector. CBO expects that the cost of applying to the FAA for authority to operate commercial air tours over national parks or tribal lands would be negligible.

Section 605 would prohibit commercial tours over the Rocky Mountain National Park. Information from a representative for commercial tour operators indicates that the conditions over that park are not conducive to commercial tours. Currently tours are not operated over the Rocky Mountain National Park and none are expected. Thus, this mandate would not impose any costs on commercial tour operators.

Cargo Aircraft Owners and Operators

Section 402 would mandate that a collision avoidance system be installed on each cargo aircraft with a payload capacity of 15,000 kilograms or more by December 31, 2002. The FAA would be required to approve the equipment. Cargo industry representatives say they are currently developing a collision avoidance system using new technology and expect it to be installed in such cargo aircraft by the deadline, even if no legislation is enacted. Assuming the FAA would approve that system, CBO estimates that this bill would impose no additional costs on owners and operators of cargo aircraft.

ESTIMATE PREPARED BY:

Federal Costs: Victoria Heid Hall, for FAA provisions and NPS overflights
Christina Hawley Sadoti, for DOL penalties
Hester Grippando, for FAA penalties

Impact on State, Local, and Tribal Governments: Lisa Cash Driskill

Impact on the Private Sector: Jean Wooster

ESTIMATE APPROVED BY:

Robert A. Sunshine
Deputy Assistant Director for Budget Analysis